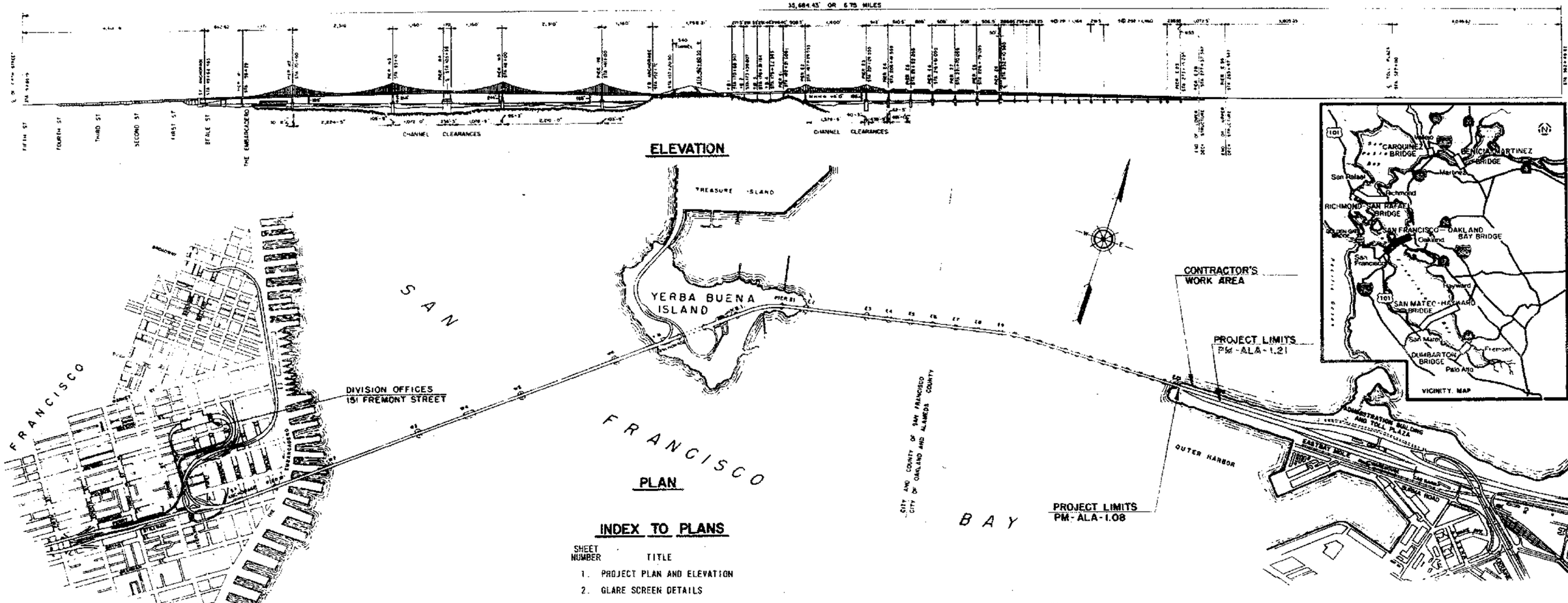
Glare Screen (Contract No. 04-64128)

The as-built drawings, which are contained in these CDs, are scanned from drawings of the existing structure for the convenience of the contractor and as a means to convey to the contractor the available information regarding the existing structure. It is to be understood that no claim is being made as to the accuracy or completeness of the said information and that the State of California or its officers or agents shall not be responsible for the manner in which the contractor interprets and uses this information or for the accuracy, currency or completeness of these scanned as-built drawings. The contractor shall be responsible to obtain, at the contractor's expense, any additional information that the contractor deems necessary for completely and accurately assessing the existing conditions of the structure. The contractor shall not be entitled to any compensation for any claim arising from inaccuracy or insufficiency of these as-built drawings or in anyway related to these drawings.



ELEVATION

PLAN

INDEX TO PLANS

QUANTITIES

1. Furnish and install Type CL-4 (rustic) chain link fence (413 linear feet)
2. Furnish and install Type CL-6 (rustic) chain link fence (83 linear feet)

TRAFFIC PROVISIONS

The Contractor shall perform the work from existing maintenance access areas and roads as is practicable. Closure of the adjacent lower deck traffic lane will be permitted only to safely perform limited contract operations which necessitate obstructing said traffic lane. Closure of said traffic lane shall be subject to the previous week's agreement with the Engineer who will perform required lane closures in conformance with scheduled bridge maintenance lane closures. On any day that the Engineer agrees to close said traffic lane for contract operations, the minimum working period will be between the hours of 1000 and 1500.

STANDARD PLANS OF DIVISION OF HIGHWAYS DATED JANUARY, 1973

A 78-6 Fences

STANDARD SPECIFICATIONS OF DIVISION HIGHWAYS DATED JANUARY 1973

Section 80-1 and 80-4 Subject to the following modification and additional requirements.

Wire for chain link fabric shall be commercial quality galvanized steel and shall be 9-gage. Fabric shall be woven into approximately 3-1/2 inch by 5-1/2 inch mesh (horizontal by vertical dimensions). Hot-dip galvanizing of fabric after weaving is not required.

Redwood slats shall be standard stained strips, approximately 3/8 inch by 2-1/2 inch, inserted vertically through the chain link mesh, and of lengths equivalent to the height of the chain link mesh. Full compensation for furnishing and installing redwood slats in the chain link mesh is included in the price paid for the respective chain link fence, rustic, items, and no additional compensation will be allowed therefor.

Posts required for the glare screen supported from existing metal beam barrier and existing concrete railing may be made from any equivalent structural steel section which meets the structural requirements of said Section 80-4. With the exception for galvanizing tests, posts made from equivalent structural steel sections as specified in the preceding sentence will not require any other sampling and testing specified in said Section 80-4.

Each redwood strip shall be secured by a galvanized screw, clip, staple, or nail to prevent vertical movement, as approved by the Engineer.

The top of the glare screen shall be installed at the approximate height indicated on the plans and shall provide a uniform, smooth line along its length and at points of discontinuity between new sections of glare screen or between new sections and existing sections of glare screen.

Fasteners required for anchoring glare screen posts to existing metal beam barrier and existing concrete railing shall meet the requirements of ASTM Designation A307. Concrete anchors shall be Phillips Red Head Snap-off End Fasteners by Phillips Drill Co. Bulldog Special Flush Drill/Anchor by Bulldog Division Gregory Industries, Inc., or equal.

STATE OF CALIFORNIA — BUSINESS AND TRANSPORTATION AGENCY — DEPARTMENT OF PUBLIC WORKS — DIVISION OF BAY TOLL CROSSINGS

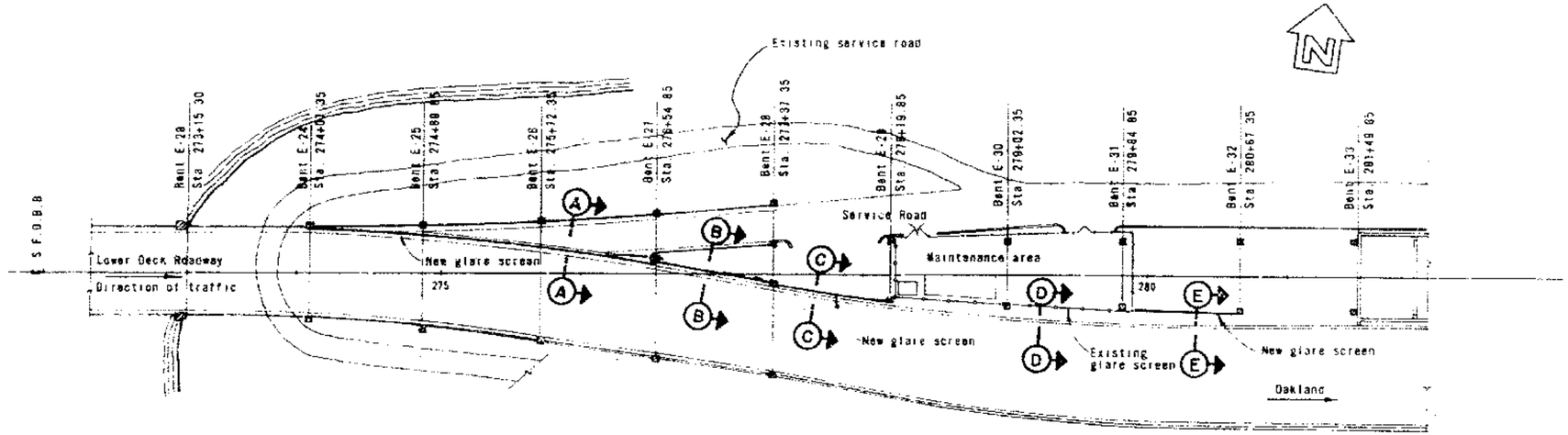
DESIGN BY E. Langford
SPECIFICATIONS BY Barry S. Takeda
ESTIMATES BY E. Langford
APPROVAL RECOMMENDED Charles Seim, DESIGN ENGINEER, REGISTERED ENGINEER C 9838
V. Michuta

APPROVED MAY 25, 1973
E.R. Foley

SAN FRANCISCO-OAKLAND BAY BRIDGE
GLARE SCREEN
PROJECT PLAN AND ELEVATION

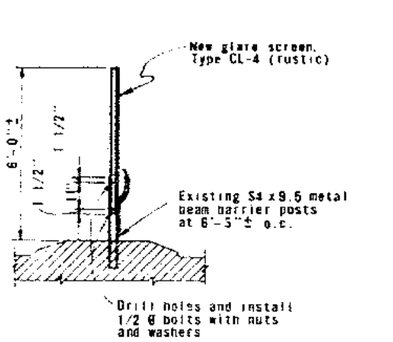
SCALE 1" = 1160' | SHEET NO. 1 | DRAWING NO. C-64128-1

MARK	DATE	REVISION	BY	CHK.



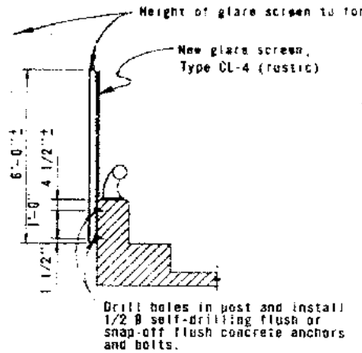
PLAN

Scale: 1" = 50'



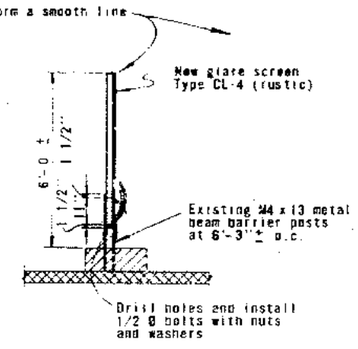
SECTION A-A

Scale: 3/8" = 1'-0"
Bents E-24 to E-27



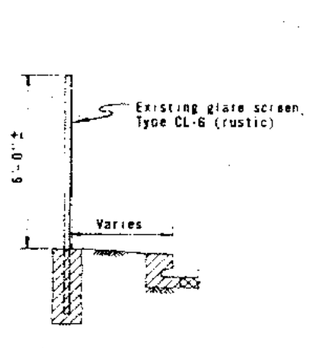
SECTION B-B

Scale: 3/8" = 1'-0"
Bents E-27 to E-28
(Post spacing = 10' max.)



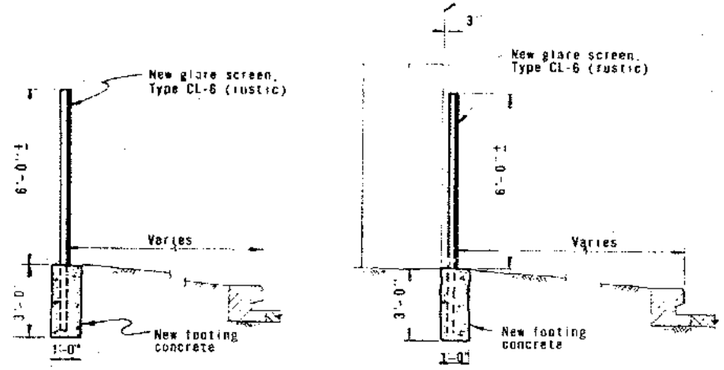
SECTION C-C

Scale: 3/8" = 1'-0"
Bents E-28 to E-29



SECTION D-D

Scale: 3/8" = 1'-0"



SECTION E-E

Scale: 3/8" = 1'-0"
Bents E-31 to E-32
(Post spacing = 10' max.)

8 THS 10 THS
0 1 2 3 4
SCALE IN INCHES ON ORIGINAL

STATE OF CALIFORNIA — BUSINESS AND TRANSPORTATION AGENCY — DEPARTMENT OF PUBLIC WORKS — DIVISION OF BAY TOLL CROSSINGS

DESIGN BY H. C. CHK. S. Larsen
DRAWN BY C.C. CHK. S. Larsen
SPECIFICATION
APPROVAL RECOMMENDED
DETAILS H. C. H.

J. Larsen

APPROVED MAY 25, 1973

SAN FRANCISCO OAKLAND BAY BRIDGE
GLARE SCREEN

GLARE SCREEN DETAILS

SCALE AS SHOWN | SHEET NO. 2 | DRAWING NO. 5-542.35-2

| MARK | DATE | REVISION | BY | APP'D |